

## SMALL PASSENGER VESSEL INFORMATION PACKAGE

**Section E - Vessel Control:**

- **Compass**
- **Radars**
- **Electronic Position Fixing Device**
- **Radios**
- **Sound Signals**
- **Required Charts and Publications**
- **Internal Communication System**
- **Propulsion Engine Control Systems**

**Compass - 46 CFR 184.402**

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| <b>General Requirements</b> | <p>All vessels except for those listed below, are required to have installed a suitable magnetic compass designed for marine use, mounted at the primary operating station.</p> <p>A suitable compass is one which is correctly adjusted for deviation, has a deviation table. The deviation table should be updated after each dry dock where welding had occurred, or no more than every 5 years.</p> <p>Except on a vessel limited to daylight operations, the compass must be illuminated.</p> <p>The following vessels need not be fitted with a compass:</p> <ul style="list-style-type: none"> <li>• Vessels in river service</li> <li>• Non-self propelled vessels</li> <li>• Vessels operating in protected waters with short restricted routes</li> </ul> |
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**Radars - 46 CFR 184.404**

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| <b>General Requirements</b> | <p>A vessel must be fitted with a FCC type accepted general marine radar system for surface navigation with a radar screen mounted at the primary operating station if all of the following apply:</p> |
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## SMALL PASSENGER VESSEL INFORMATION PACKAGE

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|  | <ul style="list-style-type: none"> <li>• The vessel is self propelled;</li> <li>• The vessel has an oceans, coastwise, or limited coastwise route and</li> <li>• The vessel carries more than 49 passengers.</li> </ul> <p>The radar and its installation must be suitable for the intended speed and route of the vessel.</p> <p>A ferry is required to have a radar, if it carries more than 49 passenger and operates greater than 1 mile from shore.</p> |
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### Electronic Position Fixing Device - 46 CFR 184.410

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| <b>General Requirements</b> | All vessels on an oceans route are required to be equipped with an electronic position fixing device such as a Loran or GPS, capable of providing an accurate fix for the area in which the vessel operates. |
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### Radios - 46 CFR 184.502

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| <b>General Requirements</b> | Radiotelephones are required to be installed as listed below:   |                                 |
|                             | <b>If vessel route is:</b>  | <b>Then vessel is required:</b> |
|                             | Less than 1,000 feet from shore   | Nothing                         |
|                             | 1000' to 20 nautical miles from shore   | VHF-FM                          |
|                             | Greater than 20 nautical miles from shore   | VHF-FM and Single Side Band     |
|                             | The installation of all radiotelephones shall be in accordance with Federal Communication Commission (FCC) regulations.   |                                 |
| <b>Licenses</b>             | <p>The vessel master must hold a <b>2nd or 3rd class FCC Operators License</b> if the vessel has a radiotelephone.</p> <p>The vessel must be issued an <b>FCC Station License</b> for any of the following if installed on the vessel.</p> <ul style="list-style-type: none"> <li>• Radiotelephones</li> <li>• Radars</li> <li>• EPIRBS</li> </ul> <p>The vessel must also have on board a valid <b>Safety Radio Telephony Certificate</b> which is issued by the FCC to prove proper installation of the radio transmitting equipment.</p> |                                 |
| <b>Emergency Broadcast</b>  | A durable placard must be posted next to all radiotelephone installations with emergency broadcast instructions and information specific to the   |                                 |

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USCG MSO TAMPA

SMALL PASSENGER VESSEL INFORMATION PACKAGE

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| <b>Placard</b> | individual vessel.<br><br>Specific instructions for the wording of the Emergency Broadcast Placard can be found in 46 CFR 184.510. |
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**Sound Signals - Navigation Rules (Comdtinst M16672.2B) - Rules 32 & 33**

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| <b>General Requirements</b>  | Vessels 12 meters (39.4 feet) in length and over shall be provided with a whistle and a bell.<br><br>Vessels less than 12 meters are not required to have a whistle or bell but if not carried, the vessel shall be provided with some other means of making an efficient sound signal. |                                    |  |
| <b>Whistle</b>   | The whistle shall be capable of being operated from the vessel's control station and make a sound as listed in the table below.   |                                    |  |
|  | <b>Length of Vessel</b>   |                                    | <b>Fundamental Frequency Range (Hz)</b>          |
|  | <b>Meters</b>   | <b>Feet</b>                        |  |
|  | 12 m or more but less than 20 m   | 39.4' or more but less than 65.6'  | 250-525  |
|  | 20 m or more but less than 75 m   | 65.6' or more but less than 246.1' | 250-525  |
| <b>Bell</b>  | 75 m or more but less than 200 m  | 246.1' or more                     | 130-350  |
|  | The bell shall be made of corrosion resistant material and designed to give a clear tone. Use the chart below to determine the minimum size required.   |                                    | <b>Audibility Range (Nautical Miles)</b>         |
|  | <b>Length of Vessel</b>   |                                    | <b>Diameter of Bell Mouth Shall be Less Than</b> |
|  | <b>Meters</b>   | <b>Feet</b>                        |  |
|  | 12 m or more but less than 20 m   | 39.4' or more but less than 65.6'  | 200 mm or 7.9"                                   |
|  | 20 m or more  | 65.6' or more                      | 300 mm or 11.8"                                  |
| Where practicable, a power driven bell striker is recommended to ensure constant force, but manual operation is also acceptable. |   |                                    |  |
| The mass of the striker shall be not less than 3 percent of the mass of the bell.  |   |                                    |  |

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**Required Charts and Publications - 46 CFR 184.420**

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| <b>General Requirements</b> | <p>Each vessel is required to have on board the following as is appropriate for the vessels route:</p> <ul style="list-style-type: none"> <li>• Charts of large enough scale to make safe navigation possible</li> <li>• U.S Coast pilot or similar publication</li> <li>• Coast Guard light list</li> <li>• Notices to mariners</li> <li>• Tide tables</li> <li>• Current tables or a river current publication issued by the U.S. Army Corps of Engineers or river authority.</li> </ul> <p>Extracts from the publications may provided instead of the complete publication.</p> |
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**Internal Communication Systems - 46 CFR 184.602 - 184.610**

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| <b>Pilot House/<br/>Machinery<br/>Space</b> | <p>A vessel equipped with pilothouse control must be equipped with a fixed two-way communication system between the operating station to the location where the means of controlling the propulsion machinery is located. <i>(This is to provide communication to manually control the propulsion machinery should the normal control system fail).</i></p> <p>If the vessel is equipped with an auxiliary means of steering, it must also have a fixed two-way communication system.</p> <p>A fixed two way communication system is not required when:</p> <ul style="list-style-type: none"> <li>• The vessel has two screws (propellers)</li> <li>• The locations listed above are sufficiently close together that direct voice communications is possible to the satisfaction of the OCMI.</li> </ul> <p>The OCMI may accept hand held portable radios.</p> |
| <b>Public Address System</b>                | <p>Each of the following vessels is required to have a fixed public address system operable from the operating station capable of being heard in all passenger and crew locations.</p> <ul style="list-style-type: none"> <li>• A vessel greater than 65 feet in length.</li> <li>• A vessel with more than one passenger deck.</li> <li>• A vessel with overnight accommodations.</li> </ul>  |

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|  | <p>Vessels <math>\leq</math> 65 feet may use a bull horn if audible throughout the accommodation spaces during normal operating conditions to the satisfaction of the OCMI..</p> <p>Vessels carry <math>\leq</math> 49 passengers are not required a public address system if a public announcement made from the operating station without amplification can be heard throughout the accommodation spaces to the satisfaction of the OCMI.</p> |
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**Propulsion Engine Control Systems - 46 CFR 184.620**

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| <b>General Requirements</b>                | <p>A vessel must have two independent means of controlling each propulsion engine. Control must be provided for the engine speed, direction of shaft rotation, and engine shutdown.</p> <p>One means may be the ability to readily disconnect the remote engine control linkage to permit local operation at the engine. Communication must be provided between the engine and the control station as determined by the OCMI.</p> <p>A multiple engine vessel with independent remote propulsion controls need not have a second means of controlling each engine.</p> |
| <b>Engine Shutdown</b>                     | <p>In addition as required above, a vessel must have a reliable means of shutting down a propulsion engine from the operating station, which is independent of the engine's speed control.</p>   |
| <b>Loss of Power to the Control System</b> | <p>A propulsion engine control system, including pilot house control, must be designed so that a loss of power to the control system does not result in an increase in shaft speed or propeller pitch.</p>   |

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